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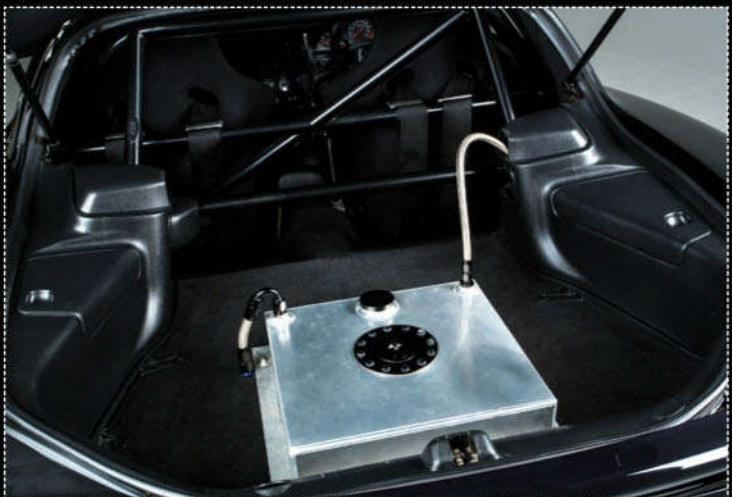


FURY ROAD

WORDS BY MARCUS GIBSON PHOTOGRAPHY BY ADAM CROY



Five years in the making, this FD RX-7 is one car you won't forget in a hurry



One of the coolest aspects of this FD is the kit consisting of a custom widebody with modified Vanquish rear bar, widened, with vents/number-plate lights/key hole and exhaust outlet shaved





Growing up in small-town rural New Zealand can leave teenagers with not a lot to do in their spare time, and we'd hazard a guess that's at least partly what led to the term misspent youth. Some drink, some fight, and others find solace in terrorising back-country roads with high-speed runs, drifting, burnouts and, often as a by-product, police chases. It's the bio of many who now keep their driving antics on the track.

Max Flower grew up in rural Waikato, and he had plenty of tales to tell of his

own misspent youth, with most of his teenage years passing without a licence and handing over considerable amounts of his weekly wage to the Ministry of Justice, which is just how he came to be nicknamed 'Mad Max' by a friend's mum. Like many before him, there comes a time when you have to call it quits and, for want of a better term, go legit.

For Max, it all came to a head with one final brush with the law that involved a police chase through the Hamilton streets, as he explained. "I decided I was never going to do that again, and that I needed

to build a track car. I wanted something that could be competitive in not only drifting, but drag racing, burnouts and the show scene, doing a bit of each while setting up the car before committing 100 per cent to drifting a year later." With his mind made up to give away the street antics, his 447kW (600hp) Series 5 RX-7 was put up for sale in 2008, and subsequently on-sold to a new owner.

After formulating a solid plan in his head, the hunt began — not for a body as you'd expect from most builds, but for the most desirable of all 20Bs, the elusive D-Block.

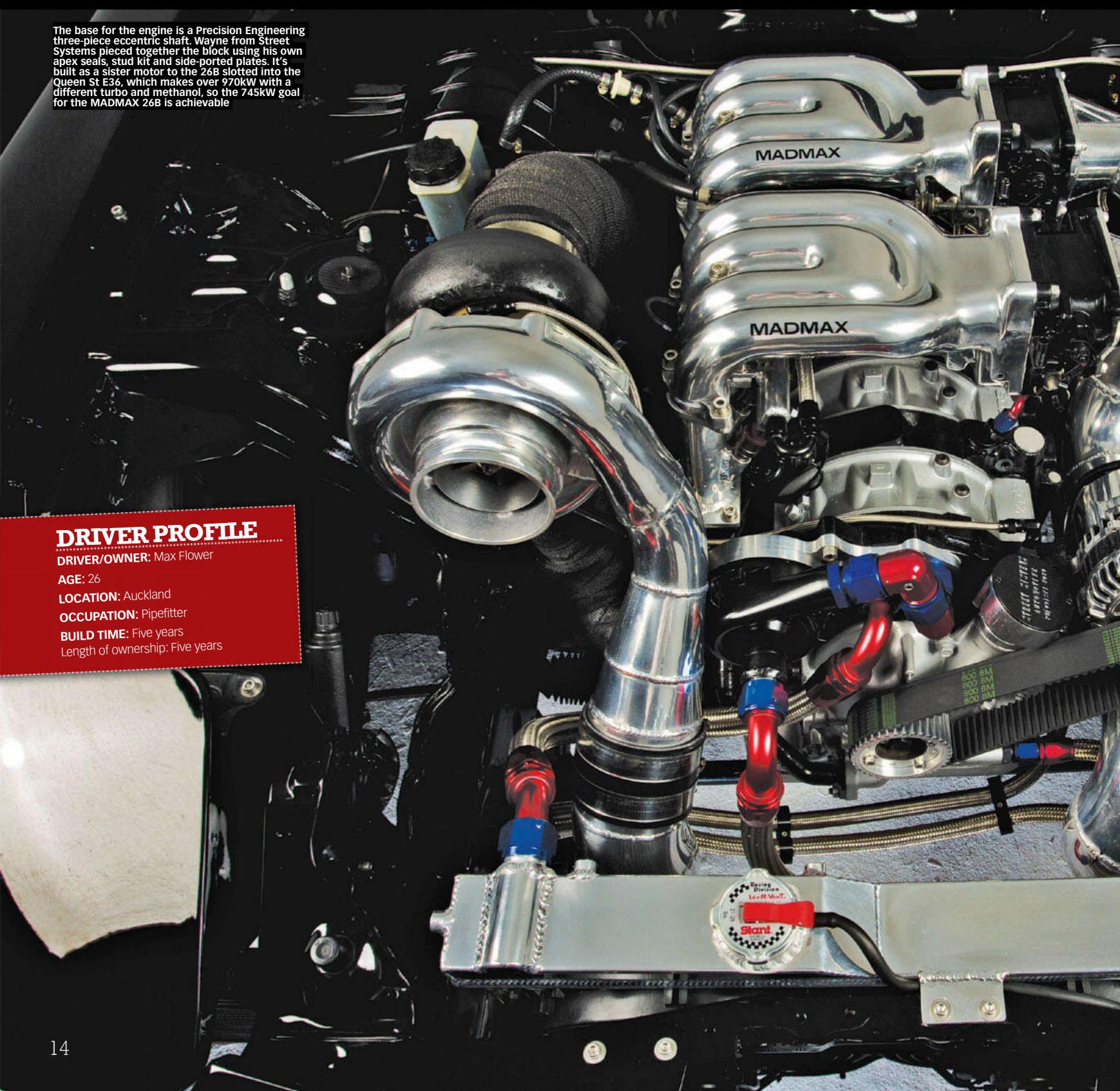


The interior plays host to more creature comforts than most race cars, with a custom carpet and a full working FD dash in place



"After calling around nearly every workshop I could think of and none of them having what I was after, I called Street Systems Automotive and Todd, a mechanic working there at the time, told me they didn't have a 26B, but that the workshop owner, Wayne, might be interested in selling his personal turbo 26B and to come in and check it out. I went in and instantly fell in love, and just had to have it." The 26B had been built for Wayne's own FD RX-7 street car with aspirations of making 745kW (1000hp) on pump gas. It boasted a side-ported

The base for the engine is a Precision Engineering three-piece eccentric shaft. Wayne from Street Systems pieced together the block using his own apex seals, stud kit and side-ported plates. It's built as a sister motor to the 26B slotted into the Queen St E36, which makes over 970kW with a different turbo and methanol, so the 745kW goal for the MADMAX 26B is achievable



DRIVER PROFILE

DRIVER/OWNER: Max Flower

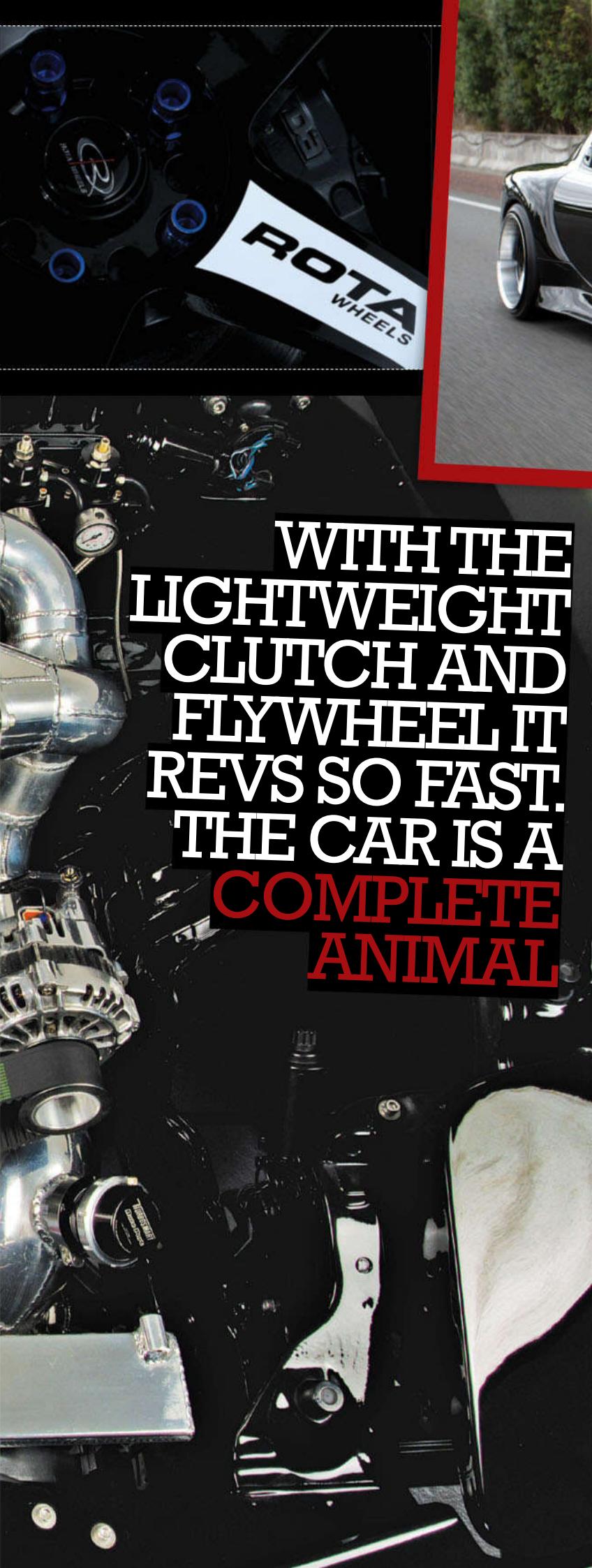
AGE: 26

LOCATION: Auckland

OCCUPATION: Pipefitter

BUILD TIME: Five years

Length of ownership: Five years



WITH THE LIGHTWEIGHT CLUTCH AND FLYWHEEL IT REVS SO FAST. THE CAR IS A COMPLETE ANIMAL

block with massive stage two porting, a Precision three-piece crank and Wayne's own-spec rotors and seals. It was built as a sister engine to the one found in the Queen St BMW drag car that currently makes near a megawatt with a bigger turbo and methanol. This was of course a little more than Max had in mind, but with fond memories of FOURRE FD RX-7 ringing in his ears, he blew every last cent to his name on the 26B and a rather large Master Power R76 turbo. The engine was promptly picked up and stashed away in his dad's attic, while he crossed the ditch to earn the much-needed cash to build a body befitting the engine. He had now become that guy with the amazing engine (or car) stashed away that no one had ever seen. "No one believed me that I had the 26B, not even mates."

Years went by as he slaved away under that hot Aussie sun, all the time scheming and planning exactly what he wanted to build to house his monster of an engine, and knowing that in the shed at home he had a fully built 26B and giant Master Power turbo just sitting and waiting to be placed into a shell.

After two and a half years it was time for Max to move back to New Zealand and source a body. He settled on an absolutely mint, imported and unregistered FD RX-7 for sale in Rotorua. It had a full leather interior and a body in great condition. A deal was brokered and Max now had his mule. "A week later I sent the guy a picture of the car, it was completely stripped, had no interior or engine, no body panels and the roof was cut off. Needless to say, the guy who sold it wasn't happy," although this wasn't too much of a concern to Max, who was now elbows deep into his dream project.

A new roof — without the sunroof — was soon stitched on, before work began on a custom body kit. Max wanted the FD to be wide, and loved the look of the BN Blister Mad Mike had fitted to his FD, but it was also now powered by a 26B and Max didn't want the two cars to look the same.

After some extensive internet searching he came across a few images of another ex NZPC cover car, the FD of Jarius Wharerau wearing a full Vanquish kit. "I found one image of Jarius's FD next to another one that had the same kit, and decided I didn't want an off-the-shelf kit, but would take pieces from both his and Mike's and cut and modify them to create a one-off look." Work began on chopping up the Vanquish front and rear bars, BN Blister rear fenders, BN side skirts, D-MAX front guards and side skirts. The result is a one-off kit unique to the car, with a list of subtle changes that could easily fill half a page here.

With the help of a few mates and after 100s of hours spent glassing, bogging, taking moulds and welding up and smoothing the interior and engine, the bodywork was complete and ready for paint — well, the first attempt was, anyway. The original idea was to paint it WRX blue, but one trip to the track changed that for Max. "After hearing Mad Mike's 26B ripping it up around Hampton I knew blue wouldn't suit a 26B. Black just looks like it's made for an evil car that sounds angry and pissed off." Max dropped it off at a shop with the intention of satin black, what he got was a job well below sub-par, which lead to some heated words being traded and Max taking his business directly to Resene, which applied the gloss black in near flawless fashion.

Work could now focus on the engine bay and getting it running. Thankfully the engine had previously been fitted to Wayne's FD, so all the custom intake and exhaust manifolds fitted without any drama. "When it came to the engine bay I really wanted to do things differently, I have OCD and would sit there thinking up ways to do things that stand out from the crowd." That ethos resulted in an engine bay befitting the rest of this unique build. Small touches like the dual FD top intakes sitting on a custom lower, or the custom water-pump housing that bolts to the block and holds the Davies Craig pump.



With a small team of friends helping, the project really began to gain momentum just before the 2013 V 4&Rotary Nationals, and it was Max's attention to detail that earned him best Series 6-8 RX-7 when the car was unveiled to the public at that event.

Wind the clock forward a year, and with the 2014 Nationals looming the project was kicked into high gear, with Max determined to drive the RX-7 into the show under its own power. Many late nights were spent with all his mates pitching in, putting together all those fine details that take a car from a show piece to a runner. After a string

of frustrating setbacks, it was ultimately a small problem with a squashed clutch line that meant it wasn't driven into the hall. But it had come along in leaps and bounds, and Max again walked away with the best Series 6-8 RX-7 award.

It was only a few weeks later that he took his first test drive in the five-year build. When you have owned something for five years and poured every last gram of spare thought and money into it, you will undoubtedly have a few expectations about just exactly what it's like to drive. Having been in a string of very powerful cars in the past, Max was no different.

"What it's like on low boost, is exactly what I assumed high boost would be like. I was trying to see the boost gauge, but the car comes off boost so quickly I couldn't hold my vision down there long enough. With the lightweight clutch and flywheel it revs so fast. The car is a complete animal." It's fair to say the quad rotor had impressed with its power delivery, although exactly how much power the 26B is putting down remains a mystery at the time of print. Max is hoping to get it on the dyno before this hits the shops, and then out on track for the first time.

Some might question whether the



FD is now just a little too nice to be thrashed on a race track. But this is exactly what Max built it for, and the level he set out to achieve from the outset. "I'm not one of those guys who won't get to enjoy their hard work, all too often you see people build a nice car and never drive it, or they put it up for sale, only to have the new owner reap all the reward. I built the FD, so I'm damn sure going to use it. If I put it into a wall at 200 clicks, I know I will still have a smile on my face, as fixing it is half the fun." Now that's the kind of commitment we like to see. ■



SPECS

MAKE AND MODEL:

Mazda RX-7 Series 7 (FD3S)

ENGINE:

Street Systems 26B, 2600cc, four rotor

BLOCK:

Precision Engineering three-piece crank, large stage two ports, Street Systems-spec rotors, Street Systems unbreakable apex seals, Street Systems stud kit (alternating 10mm and 12mm studs)

INTAKE:

Twin Batty intake manifold set up with custom lower intake with 12 injector pod, four-inch intercooler piping, custom 1000x350x160mm

EXHAUST:

Twin ADRENALINE R Mufflers, 4in steel exhaust to the rear, 4in V then both reduce to 3in and dump on inside of each rear wheel

TURBO:

Master Power R76

WASTEGATE:

XR 60mm

BOV:

Turbosmart Race Port

FUEL:

12 Bosch 750cc injectors, twin 700hp main pumps, twin NZKW fuel regulators, NZKW alloy fuel cell, NZKW braided lines throughout

IGNITION:

Twin Bosch X4 ignitors, eight Bosch coils, 10mm M&H leads

ECU:

MicroTech LT16C

COOLING:

Street Systems CNC billet water pump housing, Davis Craig electric water pump with Street Systems block-mounted set up and controller, twin alloy radiator, twin NZKW oil coolers, GSS braided radiator lines and fittings

EXTRA:

STA Gilmer drive, side-mount alternator kit, deloomed engine bay, Street Systems lithium dry cell battery Drive

GEARBOX:

Tremec TK0600 with all the appropriate upgrades and mods for drifting, billet quick-release box adapter, remote shifter kit

CLUTCH:

Tilton triple plate

FLYWHEEL:

Custom lightened flywheel

DIFF:

Locked RX-8 diff, Monster custom driveshaft, forged driveshaft yoke, 12mm steel diff girdle, custom drag-racing axles

STRUTS:

Tein adjustable suspension

BRAKES:

(F) Slotted rotors, factory calipers (R) slotted rotors Shoes

WHEELS:

(F) Rota GTR-D 18x10-inch (R) Rota GTR-D GTR-D 18x12-inch, Luxury Sports 50mm spacers, Blox wheel nuts

TYRES:

(F) Dunlop Direzza 101 235/40R18 (R) 285/35R18 Hankook Ventus

EXTERIOR

PAINT:

Resene Automotive gloss black exterior, DuPont satin black interior, panel-beaten by Jade Cameron, prep and paint by Darren Bugg

ENHANCEMENTS:

Modified Vanquish rear bar widened with vents/number plate/lights/key hole and exhaust shaved, BN Blister widebody rear guards with sectioned rear, custom side skirts half BN Blister and half D-MAX, D-MAX front guards with the top vent filled in, rear vent filled in and guard widened, Vanquish front bumper chopped and widened with vents cut out larger, carbon Kevlar vented bonnet, graphics by Michael at Icon Signs

INTERIOR

SEATS:

(F) Racepro, three-inch Raemco FIA five-point harness

STEERING WHEEL:

SAAS

INSTRUMENTATION:

SAAS boost, water, oil gauges

EXTRA:

Sinco Customs eight-point cage, Luxury Sports hydraulic handbrake with custom 10mm stainless MADMAX handle, Custom carpet and gear sock by Greg Mathers, Solagard Galaxy Window tints done by Auto Tintz

POWER:

Untested

THANKS:

Wayne Colpus at Street Systems, James Faesenkloet at Rota Wheels, Stephanie Lineham at Snitch GPS, Mike Sinclair at Sinco Customs, Darren Bugg at Resene Automotive, Kevin Flower at ABC Pipefitters, Daniel Simpson at STA Parts, Jason Chen at NZKW, Nick Campbell at Auto Tints, Ryan Sun at Luxury Sports, Marcus Gibson at NZPC, the boys at Manukau Metal Polishers, Aimee Tonnon-Anderson, Zac Walker, Wayne Ritchie, Josh Coates, Brent Reedy, Greg Mathers, Craig Tolhoek, Jade Cameron, Troy Jenkins, Jacob Patchett, Jake Flower, Nick Hoyle, Sharon Reedy, Lance Stuart, Ben Cotton, Matthew Steeghs, Royal Cummings, Mitch Reed, Azhar Bhamji, Podge Reid, Travis Peters, Aaron Flower, Te-Ariki Thomas, Jarrod Wood, Ben Brown



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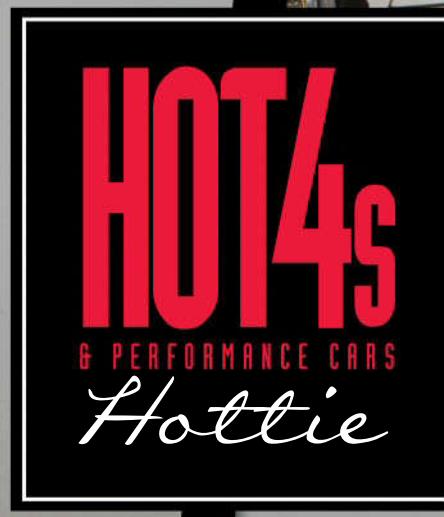


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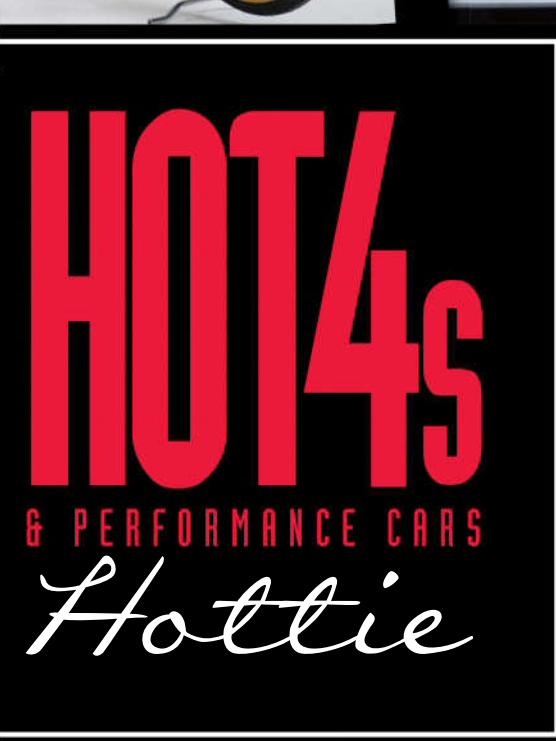
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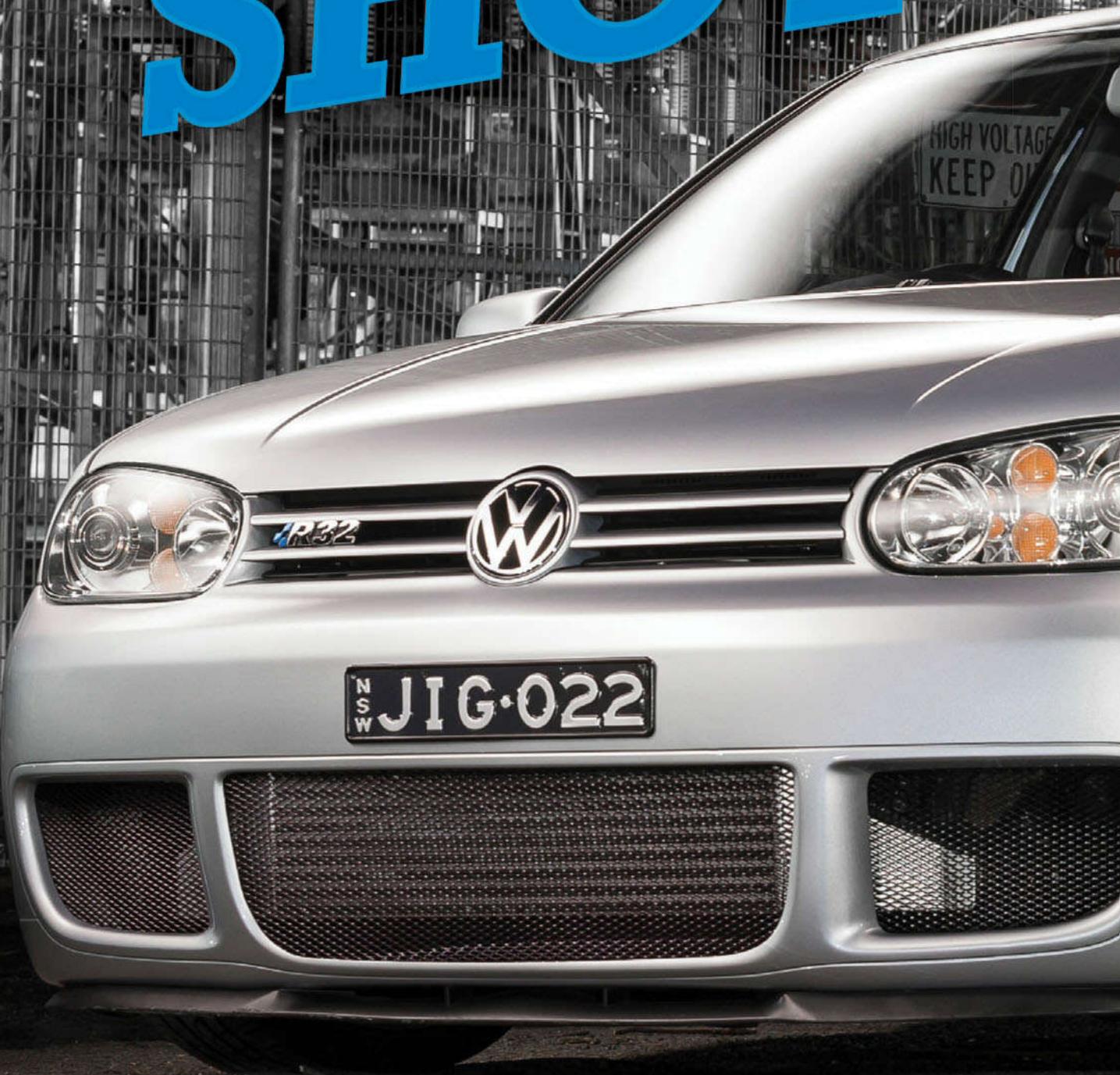
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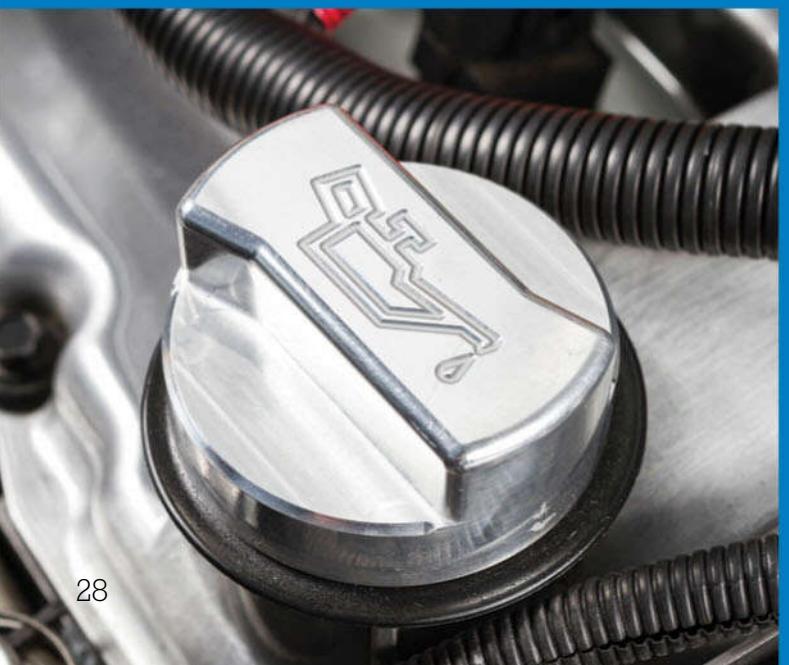
BOOSTER SHOT



Euro fans, prepare your oculars for one of the most modified MkIV R32s around

PHOTOGRAPHY BY BEN HOSKING





Putting out close to 500kW, this is not your ordinary hatchback. It's AWD, all out and absolutely stuffed with the best components money can buy from across the world. If you ever have yourself a MkIV and are looking for a blueprint on how to do it right, take a long, hard look at what owner Jose (42) has managed to conjure up here.

Jose already had himself a supercharged MkV R32, but he had heard the MkIV model was a lot more 'raw'. He wanted that feeling and a turbocharged MkIV made sense at the time. He's since sold the MkV and will likely keep the MkIV for a long, long time. Read on to see why.

Says Jose, "When I saw the car available for sale, it only had 17,000km. It was a 2004 car and this particular Golf R32 is

a numbered car (75/200). Yes, only 200 made it into Australia and all in six-speed manual guise. It belonged to a QC who only bought the car because it was a numbered. He rarely drove it."

Jose needed to get acquainted with the car quickly, as he had already mapped out how he'd mod it. Driving it up from Melbourne for nine hours he soon learned exactly what needed improvement, notably the lack of power, loose suspension and handling, and aesthetic issues. Having owned the MkV R32, it was easy for Jose to apply similar mods to this model.

"As with all car modifications I undertake, suspension and handling (S&H) is always first. Without supreme S&H and the ability to tame the car, horsepower is useless. You want a point-and-shoot solution, and to achieve this you need to have predictable

WITH JUST 10PSI, IT WAS ALARMINGLY QUICK



performance on the road. Once I reached S&H nirvana without fully going over the top (meaning I can still drive it on Sydney roads), more power was introduced.

Sky Performance here supplied the C2 Motorsports Stage III turbo kit from the States. Having already brought brands like TTS Performance, HGP Turbo and TVS Engineering into Oz, the C2 line slipped right into Sky's product range. Once the kit and software arrived in Sydney, Jack Miaskowski (now the owner of Beyond Limit Autos), installed everything over 5-6 weeks – quite an accomplishment.

"This build required a full engine-out process where pistons, rods and the honing process were completed to ensure it all fitted well and would not create friction. It's a time consuming process, one at a time, no short-cuts, and alas, six

weeks later, the car was complete.

"Driving it for the first time was a joy. I have been absent in the turbo forced-induction scene for some years, but I still remember how turbo boost operates, and with just 10psi (as part of the run-in period), it was alarmingly quick. The moment the boost kicks in at 2800rpm it keeps pulling all the way to redline. The Precision 6265 turbo C2 Motorsports has chosen is a 700hp turbo and has the legs to take the car all the way through the tachometer. It was a pleasure to drive and scary, even at 10psi."

Via the GReddy controller, Jack configured high (20psi) and low (15psi) boost modes. Jose thought he was prepared for the extra 5-10psi, but he was wrong, very wrong. "When boost came on, my hands were literally pulled away from the gearshift as my entire body was

pushed to the back of the seat. I was in second gear and could not switch to third. It was hilarious. So, I moved the seat forward and made sure I hung on to the gear-shifter. Boost came on again in second gear which sent me all the way to the back of the seat, but my hands remained on the gear-shifter. I shifted to third and it was still pulling. It then dawned on me that this is a very special car. Not many people know how fast this car really goes, and that sits well with me."

A Snow Performance Stage 3 methanol injection kit was installed and boost pushed to 25psi. "The WMI and turbo combination is ungodly. You cannot drive it every day like that. It's too powerful for Australian roads and you need a lot of concentration and respect for the car. I now drive it on low boost every day. I rarely use high boost at all."

There were some complications. For example, the US-based turbo kit was built for left-hand-drive vehicles. A lot of the piping had to be re-mandrel bent and repositioned, the A/C pipes moved from

one side to the other and the downpipes re-bent to fit around the firewall. That was just the start. "The good news is that Jack now holds the intellectual property to convert C2 turbo kits from LHD to RHD. All the hard work has been done."

"Seeing a car transform from stock to this glorious machine is a journey I would like to see over and over again. There is nothing in this car I can honestly say I should not have done. All the power parts belong. Longevity, reliability and driveability have all been achieved, and the brief I originally set forth before modifying my MkIV R32 was met above and beyond my expectation. It sends shivers down your spine every time you get into it. You feel like you are in a race car, and that feeling is pure."

The whole car has been modified with only the best components and workshops. Take the front bar. "The SRS-TEC front bumper from Germany was colour-matched and painted by VCDC. VCDC only uses German paints, which lends peace of mind and supreme paint bonding. The workmanship performed

by VCDC is world class. The Brembo BBK brake calipers were also repainted to anodized blue with the same colour accents applied to the R32 badges."

"I did not want an everyday car. My brief was build a car that has race-like characteristics. So, C2 Motorsports obliged. This car feels more raw. You can hear everything – the gear changes, the turbo whine, the engine on load, the fuel pumps, the exhaust (without the drone). Everything I wanted a weekend car and I got it. It drives differently to the other cars I own. I wanted to get into a car that challenges my senses and forces me to concentrate even more so when driving. I have all this in spades."

If you don't think Jose knows what he's talking about, you have to consider his former and current rides, which include a Maserati GranSport, Porsche 911 Turbo S, Saab 9-3 Viggen and supercharged Golf MKV R32 amongst others. His need for only the finest in speed has been sated, but that doesn't mean he's done with this Golf yet, oh no.

"I plan to compound-charge my

MkIV R32. This means I plan to add a supercharger to help aid with the turbo lag down at the low RPM range. This simply takes it to another level and makes the drivability even more supreme. Jack from Beyond Limit Autos will obviously undertake this project yet again."

Extreme won't even begin to describe that creation, but until then there's still a lot of road to enjoy.

Thanks: "I want to thank the following firms who have contributed to this car's success: Sky Performance – An Australian firm specialising in the supply of European automotive aftermarket performance parts (04141 512 880, facebook.com/skyperformance, www.skyperformance.com.au in development), Beyond Limit Autos – Jack Miaskowski owner and engineer for service, performance and visual upgrades (02 8854 2080, www.beyondlimitautos.com.au), Vehicle Colour Design Centre – Paint and body panel shop utilising only German paints (02 9638 1069, www.vcdc.com.au)."

IT SENDS SHIVERS DOWN
YOUR SPINE EVERY TIME YOU
GET INTO IT. YOU FEEL LIKE
YOU ARE IN A RACE CAR, AND
THAT FEELING IS PURE





SPECS

ENGINE:

2004 3.2L VR six-cylinder

PERFORMANCE:

477kW (400kW), 675Nm derived torque

ENGINE HARDWARE:

C2 Motorsports Stage III turbo kit: Precision 6265 ceramic ball-bearing turbocharger (25psi), R32 cast manifold, QuickFlow intake manifold, C2 short-runner intake (CNC machined, radius runners, O-ring gaskets), Precision 39mm external wastegate, stainless steel 3in V-band downpipe, C2 R32 FMIC kit (24x6.5x3.5 IC core), custom laser-cut end tanks, S/S IC piping, P/S relocation kit, stainless steel 3in mid-pipe kit, 3in stainless steel high-flow cat, stainless steel couplers, R32 fuel kit including six larger injectors and harnesses, R32 turbo flashload, high-flow fuel pump kit with OEM quick connections, wiring harness with relay, 5/16in fuel injection hose and Oetiker clamps, stainless steel lowered CR spacer (T304 stainless, laser cut for factory fitment), OEM crush gaskets, ARP head studs, 'The Bat' 4.00 stainless steel cold-air intake w/ MAF, Forge DV, hardware/installation kit, all necessary silicone, S/S clamps, S/S braided oil feed/return Lines, oil fittings, C2 R32 cat-back stainless steel exhaust with V-band, VR6 R32 JE pistons/IE rods combo (85mm bore, 8.5:1 CR), low-temp fan switch and thermostat,

GRddy Profec-B boost controller, Mocal oil cooler with 19-row heat exchanger, AN swivel fittings and mounting hardware, Mishimoto R32 aluminium radiator, C2 Motorsports air filter, Walbro GSL392 high-pressure fuel pump, battery relocated to boot, Snow Performance water methanol injection kit

DRIVETRAIN:

Six-speed manual, South Bend clutch for R32 FE Series 675 (900Nm Torque capacity, includes clutch/single mass flywheel), Diesel Geek shortshifter kit

BRAKES/SUSPENSION:

KW V3 coil-overs, H&R front and rear swaybars, Gruppe M rear control arms and bearing end links, Unibrace rear XB brace, VWR engine mounts and transmission mounts, Brembo 355x32mm slotted rotors front with two-piece six-piston calipers (BBK), DBA drilled 310mm rotors for rear, Brembo brake pads front and rear

WHEELS/TYRES:

18x8.5in +30 ADV 1.5.0 forged wheels (brushed with clear coat), 225/40 Pirelli tyres

BODYWORK:

SRS-TEC Germany R32 front bumper with 20% enlarged opening for the front, Porsche mesh front grille

INTERIOR:

GRddy Profec B boost controller, Snow Performance water methanol injection controller





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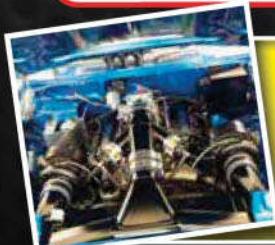
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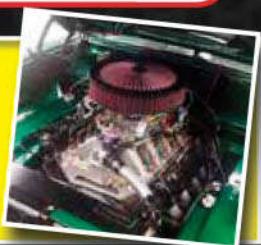
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PHOTOGRAPHY BY ERIC TANG



CAT

STREET EVO



If you're thinking this is a custom colour. You're wrong. If you're thinking a trimmer can't have a car with performance, you're wrong again. In fact, what Oli Podbarac (29), owner of KO Auto Trim, proves here is that you can have it all. His Evo is not only one of the best lookers around, but it's packing a 2.3L weapon that's the engine equivalent of a Tomahawk missile.

Previously, Oli had a 1998 Mirage that was featured in Hot4s with a huge stereo, full leather interior and 18s, which were massive back then. It even had an S15 Vortex bodykit on it. As you can imagine, it was something of a big jump from that to the Evo.

"I love the stock look of these cars with big motors," Oli told us. "The wife doesn't really like the car. She wants me to sell it or burn it. It will never be for sale. I tell her I have always wanted one just like it. Why would I sell it to start all over again? My beautiful wife actually found the car, but I really did not like the colour. When we took the car for a drive I was like 'damn, this is the fastest thing out!', but when you lose a few races it starts to feel like the biggest nugget. That's when the engine build started," and when the money drain opened up for good.

Says Oli, "The aim was to build a quick street car that I could drive anywhere. The first step up was the turbo. The 35/82R is a big bastard with the usual cams, exhaust and injectors. It used to



I DON'T KNOW IF I'LL EVER PUSH IT TO THAT LIMIT BECAUSE 430KW IS PLENTY ON THE STREET. THE THING JUST SPINS EVERYWHERE IN THE WET



You best hope a trimmer by trade can stitch, and Oli did not disappoint inside

Yep, that violet is actually a factory colour, believe it or not

I ENDED UP GOING ALL-OUT WITH A 2.3L STROKER

hit boost at 6000rpm – laggy as sh*t. Then I pretty much blew the motor because I running it with no oil. I then took the car to Micks Motorsport and was only going to fix the car to how it was before, but I ended up going all-out with a 2.3L stroker.

"I didn't realise the motor was built to handle a lot of power, which is good because Mick said I wouldn't be able to blow this motor unless I didn't put oil in it like the one before (laughs).

The motor was built to handle 1000hp internally, but I don't know if I'll ever push it to that limit because 430kW is plenty on the street. The thing just spins everywhere in the wet and feels like a rear-wheel drive."

Oli loves the fact it looks stock from the outside. He tells us people always pull up and want to race, but then when they hear it, they freak out. "I always wanted a fast sleeper. Me and the wife go shopping in it. It's a perfect

all-rounder. It does it all. It's fast, looks good and you can drive it anywhere. That's what I love.

As for Oli's ultimate car, "It's the Evo. I've always wanted one since I was 13 years old. I've just loved them and it was a realistic dream car for me. However, I would love an Aston Martin or Lambo one day."

Oli may change the interior, just because he can, plus it's good for business to show people what he can do.

One thing's for sure, though. You can't get your ass it won't be any shade of tan.

Thanks: "My parents for helping me out with the build and purchasing the car for me, my beautiful wife for putting up with the car and my obsession, Mick at Micks Motorsport (9798 0172), KO Auto Trim (0404 859 667), Anthony at Dahtone Racing (9609 7895), Rob at Race Motorbodies (9773 7793), Jimmy C for all the good advice and helping out." ■



SPECS

ENGINE

2.3L 4G63 four-cylinder turbo

PERFORMANCE

438kW @ 30psi

ENGINE HARDWARE

Billet Manley crank, Howard conrods, Wiseco pistons and rings, Kelford 272 camshafts, Garrett dual ball-bearing 35/82R turbocharger, 44mm TiAL external wastegate, K&N pod filter on custom intake, AMS 3.5in-thick front-mount intercooler with custom piping, 60L surge tank, custom exhaust system, upgraded injectors and fuel pump, custom management, custom exhaust manifold

DRIVETRAIN

Heavy-duty clutch

BRAKES/SUSPENSION

Stock brakes, Tein springs (2in), Cusco strut brace and swaybars

WHEELS/TYRES

17in standard Evo VIII wheels, Kumho tyres Midnight Purple/Violet Pearl

INTERIOR

In black suede with perforated inserts, aftermarket gearknob, black carpets, embroidery in purple, Kenwood TV in dash



Micks knows how to build 4GS right, with this one developing well over 430kW



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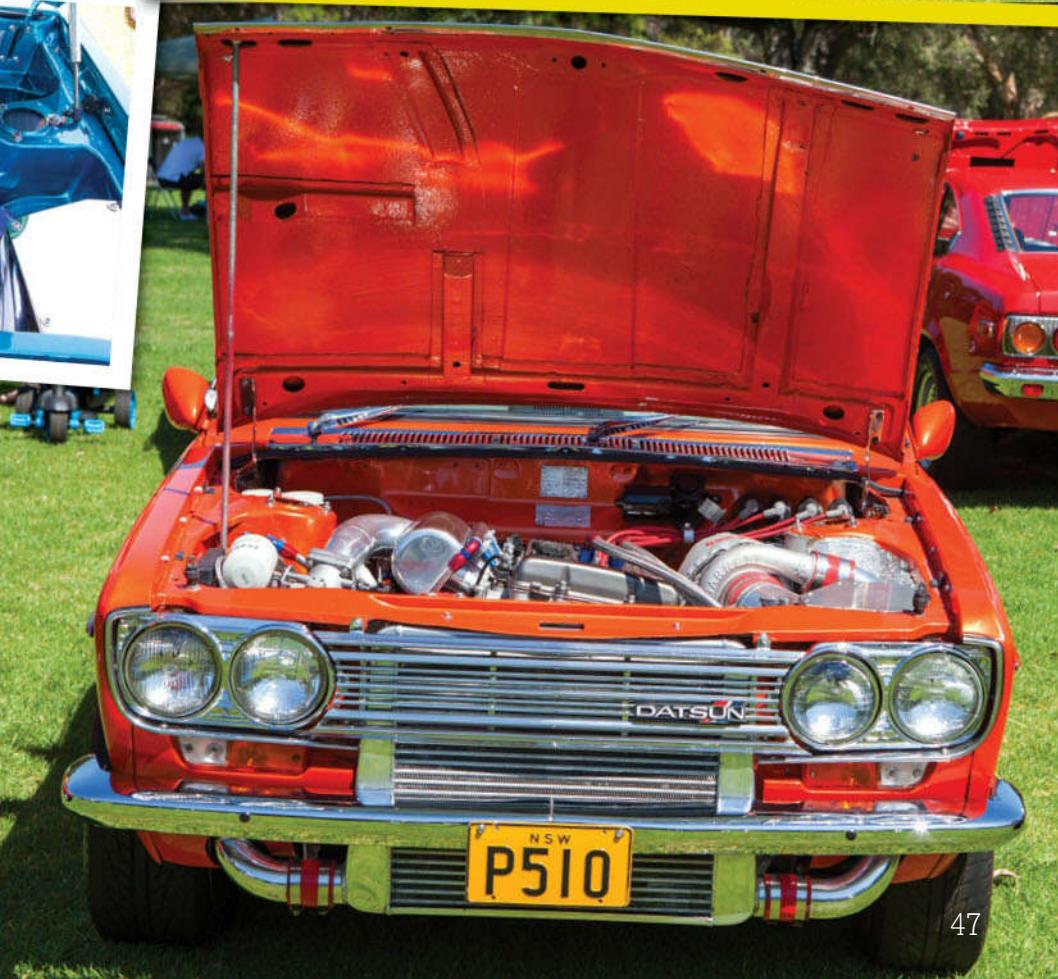
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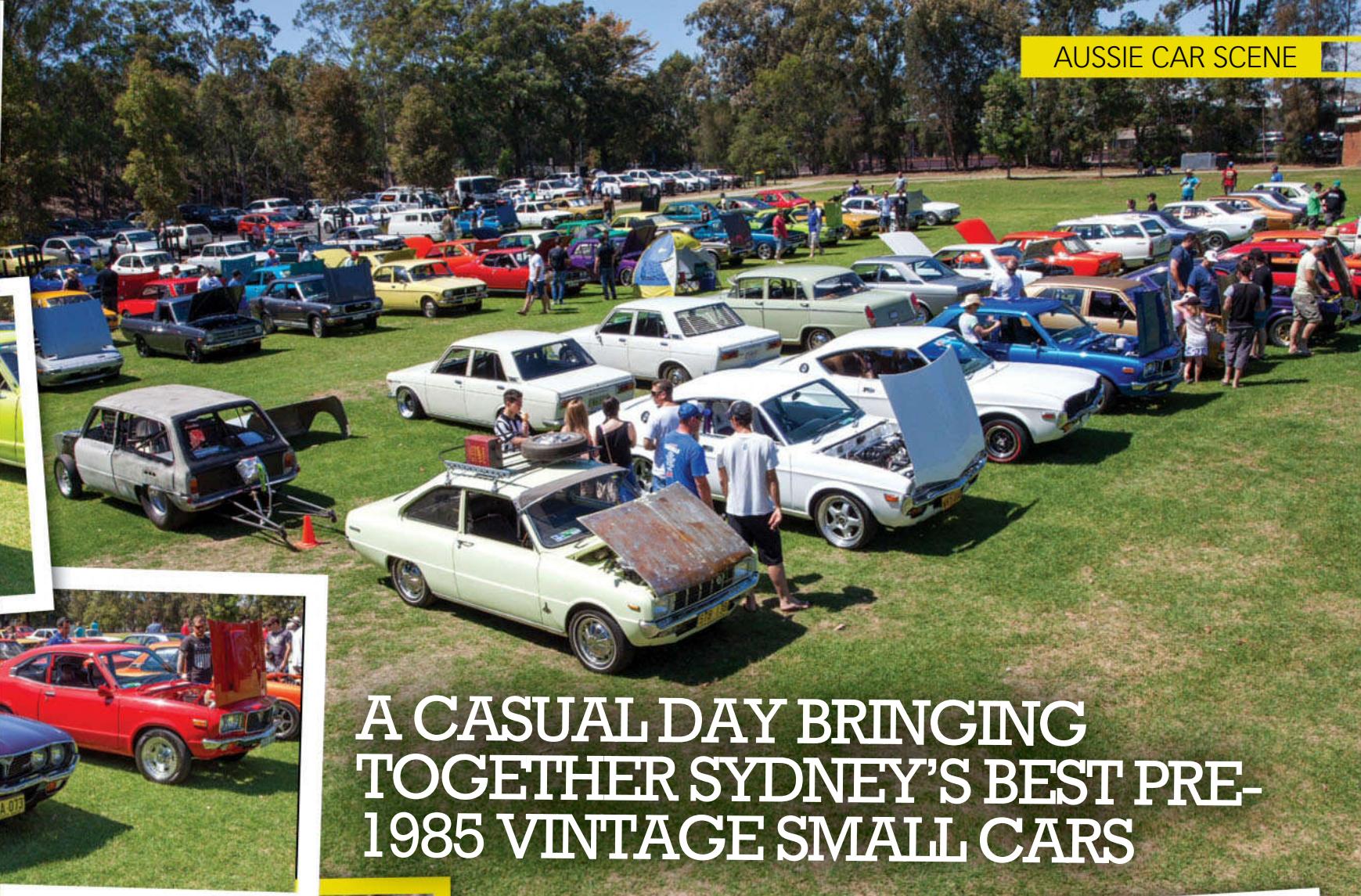


SMALL CARS ON THE GREEN

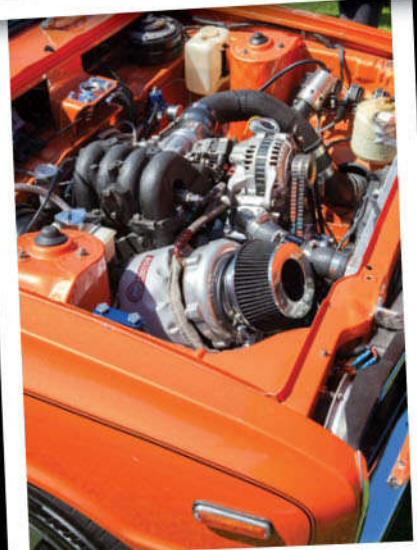
WORDS BY JAY SOTUYO PHOTOGRAPHY BY ERIC TANG







A CASUAL DAY BRINGING TOGETHER SYDNEY'S BEST PRE-1985 VINTAGE SMALL CARS



The second annual 'Small Cars on the Green' was held at Silverwater Park in Sydney. This event was proudly brought to you by the Vintage Mazda Owners Club of NSW.

Over 85 cars were on display on the day. Models that were in attendance were Datsun 1600s, Minis Mazda R100s, Mazda RX 2/3/4 & 5s. As well as many other makes. The day is a casual day bringing together Sydney's best pre-1985 vintage small cars.

There was a wood-fired pizza van and

a gelato van as well as face painting and a jumping castle for children. There were also Harley Davidson rides for all to enjoy.

The day was a great success and a special mention goes out to Dave Hudson and Michael Battaglia for organising the event.

The Vintage Mazda Owners Club of NSW was formed in 2009 to cater for pre-1985 Mazdas to get together on social club drives. There are currently 35 enthusiastic members, many of which have been in the club since the day it was formed. We hold end of month



meet-ups as well dinner nights and are in the process of organising a convoy to Qld Jamboree in 2015.

Also on hand was Fletch from TV Channel 44, a television episode of the day's event was aired on 'Classic Restos'.

I'm proud to announce that the '3rd Annual Small Cars on the Green 2015' will be held in September/October 2015 (exact date to be advised) at Silverwater

Park. Be sure to like us on Facebook or email the club on nsw_vmoc@hotmail.com for more information.

I hope to see you guys and girls out next year with your vintage 4-cylinder or rotary. ■

Jay Sotuyo
President
Vintage Mazda Owners Club of NSW



THE DAY WAS
A GREAT
SUCCESS



JUNIOR

Get ready to get low with one of
the finest WRXs in the scene

PICS: ERIC TANG



MINI



Sales rep and student Junior (27) might be forever dubbed the baby of his friends, but his 2012 Subaru MY13 WRX Premium is anything but. Slammed to the surface and decked out with only premium mods, living up to its moniker, this is indeed a Rexy done right.

Says Junior of his vehicle choice, "The car just felt right. I looked at a few different cars (a couple of Evos and the R range in Volkswagen), plus when your mum doesn't approve, you know it's the right car. Originally the car was meant to be kept stock. This was an attempt to learn from my mistakes in the past about spending money on cars. That didn't last long at all, especially when I first saw some from the States."

"I decided I wanted to build it to look great and have basic power modifications so it was a little bit quicker. Being my daily, I had to make sure it was practical as well. Okay, #inb4itstoolowtobepractical, having a car that's lower than your average is a lifestyle you learn to accommodate for, just like any other lifestyle choice. She goes everywhere and anywhere. Just ask anyone who knows me."

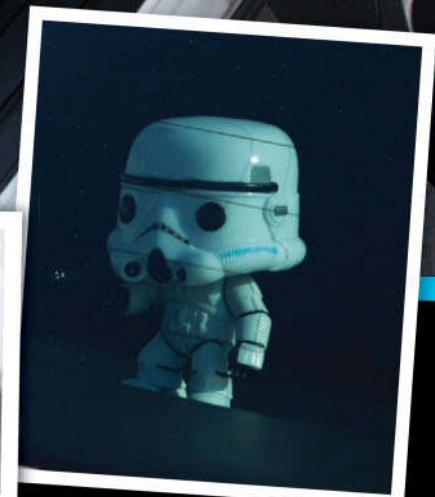
Junior took delivery of the car in November 2012, managing to piece this together over the following two years.



WHEN YOUR MUM DOESN'T APPROVE, YOU KNOW IT'S THE RIGHT CAR



With the new pumped panels and metallic paint, even from the factory the WRX is a tough thing



SPECS

ENGINE:

Boxer four-cylinder

ENGINE HARDWARE:

AEM cold-air intake, Torqued Performance Stage 3 tune, GFB Respons BOV, Process West top-mount intercooler, DW 65C fuel pump, HOA three-port boost solenoid, aftermarket turbo inlet pipe, Mishimoto oil catch can, Invidia down-pipe with 100CEL cat, X-Force cat-back exhaust system, GT Spec unequal headers

DRIVETRAIN:

Exedy Sports Organic clutch with lightened flywheel, Kartboy short shifter with bushings

BRAKES/SUSPENSION:

DBA 4000 T3 rotors front and rear, Goodridge braided brake lines, Zerosport coil-overs, Whiteline front strut brace, Whiteline swaybars (22mm front, 22mm rear), Cusco rear camber arms

WHEELS/TYRES:

18x10in -38 Work XD9 wheels, 265/35 tyres, Work Wheels blue lug nuts with Emotion silver centre caps, HellaTone colour-matched to Work lug nuts

BODYWORK:

Wingless debadged bonnet, STI OEM lip plus STI lip for the STI lip (very meta – all), HRT Auto side skirts, rear skirts and V1 rear diffuser

INTERIOR:

Kartboy gearknob, Monkey Bone centre vent gauge holder, AEM wideband air/fuel-ratio gauge, AEM boost gauge, front JL Audio C5650 splits, rear C200 splits, 12W3 subwoofer, four-channel XD4004 amp, momo XD6001 amp and custom enclosure

SLAMMED WRX



The aftermarket for WRXs is monstrous now, allowing for a slew of bolt-on parts here





I'VE HAD
SO MANY
ADVENTURES
WITH THIS
CAR I COULD
WRITE A
BOOK

"It's my baby, or the b*tch," he laughs. In the past Junior owned a 2000 Toyota Celica and Lexus IS200, so the WRX did offer a lot in the way of improved performance.

In the engine bay the donk itself remains unopened, but it's been supported by the finest bolt-ons from both here and abroad, breathing taken care of and a Stage III tune that sees a significant boost of power through the driveline.

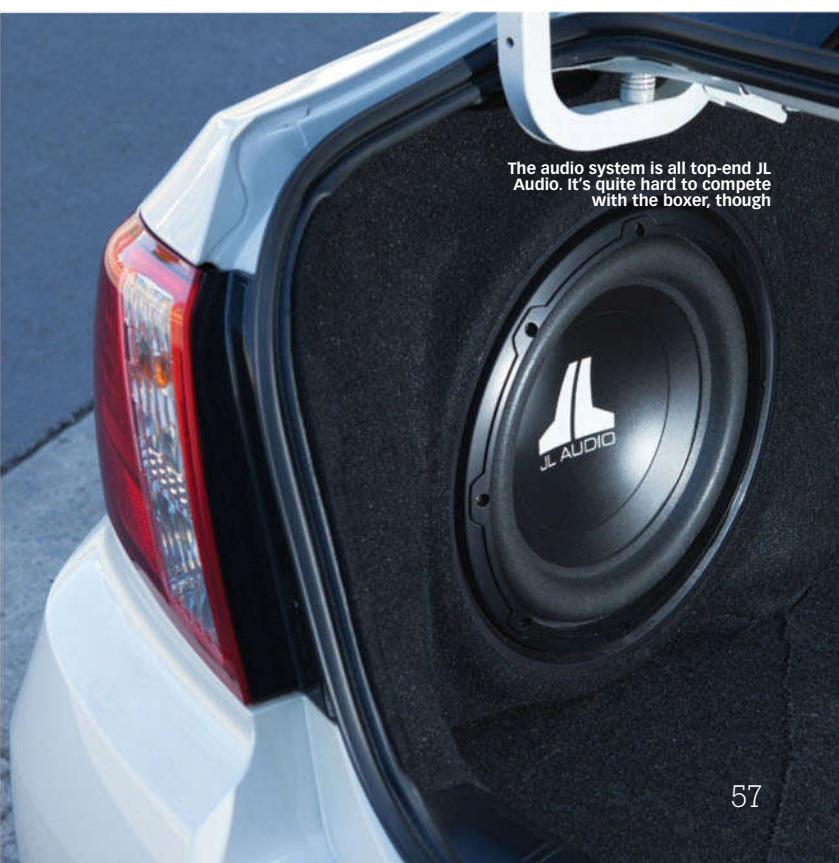
The entire suspension has also been overhauled with the best-of-the-best components, but the clincher is definitely the wheel choice – Work XD9s in an aggressive offset that spells 'race' in all the right ways. Getting them to sit right with the coil-overs and camber is a juggle, but as you can see, the end result does tend to stop you in your tracks.

If that wasn't enough, Junior has

also raided the JL Audio catalogue and stuffed the car like a Santa sack full of the company's top-range gear. It's loud, but it's also exceptionally clear and pure in sound. It's just what you'd want in a daily.

As for what's next for the ol' Junior burger, plans centre around a new stance, rebuild, but all in good time. It has come a long way in two years and Junior simply wants to make the most of it. "I've had so many adventures with this car I could write a book, The Adventures of OOJUNZ, but to save killing people with boredom I'll keep them to myself. I'm content with where it is now and the direction I'm headed in." Spoiler: It's up.

Thanks: "To be honest and fair so that I don't forget anyone, I would love to thank everyone who has ever helped me out in any way possible. You all know who you are." ■



The audio system is all top-end JL Audio. It's quite hard to compete with the boxer, though

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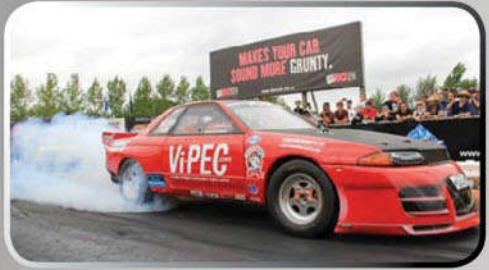
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WORDS BY JASON ROUND PHOTOS BY BRODIE BUTLER



“A LESSON FOR ANYONE BUILDING A CAR: NEVER TAKE SHORTCUTS. OTHERWISE, YOU WILL EXPERIENCE WHAT I HAVE”

As a physical ed teacher, 26-year-old Chris Johnson knows all about the hard slog. CJ and his MR2 have been together for seven years now. It has been a rocky relationship, but these days they're stronger than ever.

In the past, CJ owned a 1986 Nissan Pulsar (runabout, but died in 2009), 1998 Excel first car and currently co-owns a Mazda 121 that he calls a “beast of a car. It has over 250,000 and is still going strong was also able to fit the whole interior of the MR2 inside.”

Funnily enough, the MR2 came about via one of our sister titles. CJ recalls an old magazine where he first saw the MR2 ‘rags to riches’ story. From that day he knew he’d found his muse.

CJ bought his MR2 off a guy in Canberra in 2006 who duly informed him it was ‘in good condition, never crashed’. It had the same Veilside kit that his muse had, so CJ was stoked... though less so when a trip back in WA to find out why the MR2 didn’t have a swaybar resulted in the discovery of quite a few additional problems. Some \$3000 in fixes later, it wasn’t looking like such a bargain.

Now rego’d, CJ bought a 3S-GTE off an individual who was going to use it in an Ariel Atom as more or less a half-cut. The clutch on the 3S-GE went, so the 3S-GTE was thrown in.

The first motor was built up by Beyond Custom, previous company owner Manni Yaqub looking after the coming paint, panel and water-to-air system. CJ himself took care of the stereo.

CJ says Manni was a major component in the success of the build. Manni’s just started his own business doing everything from paint and welding to fibreglass and engine work. “The guy’s a genius,” says CJ. “He takes a lot of pride in his work.”

In the car’s purple phase, the turbo blew in 2008. The decision came down to power or paint. Choosing the former, the new engine build began. On and off problems followed until 2012, including oil leaks, coolant issues and another blown turbo. But 2012 brought a renewed energy to the build, CJ deciding to finish it once and for all. He had a steady job and was somewhat fed up by all the naysayers. He dived in... wallet first.

Rims were purchased after CJ saw them on an MR2 on a US forum. He used that car for a basis for his own and started collecting parts. Side skirts held things up a bit, but they finally arrived and bodywork started.

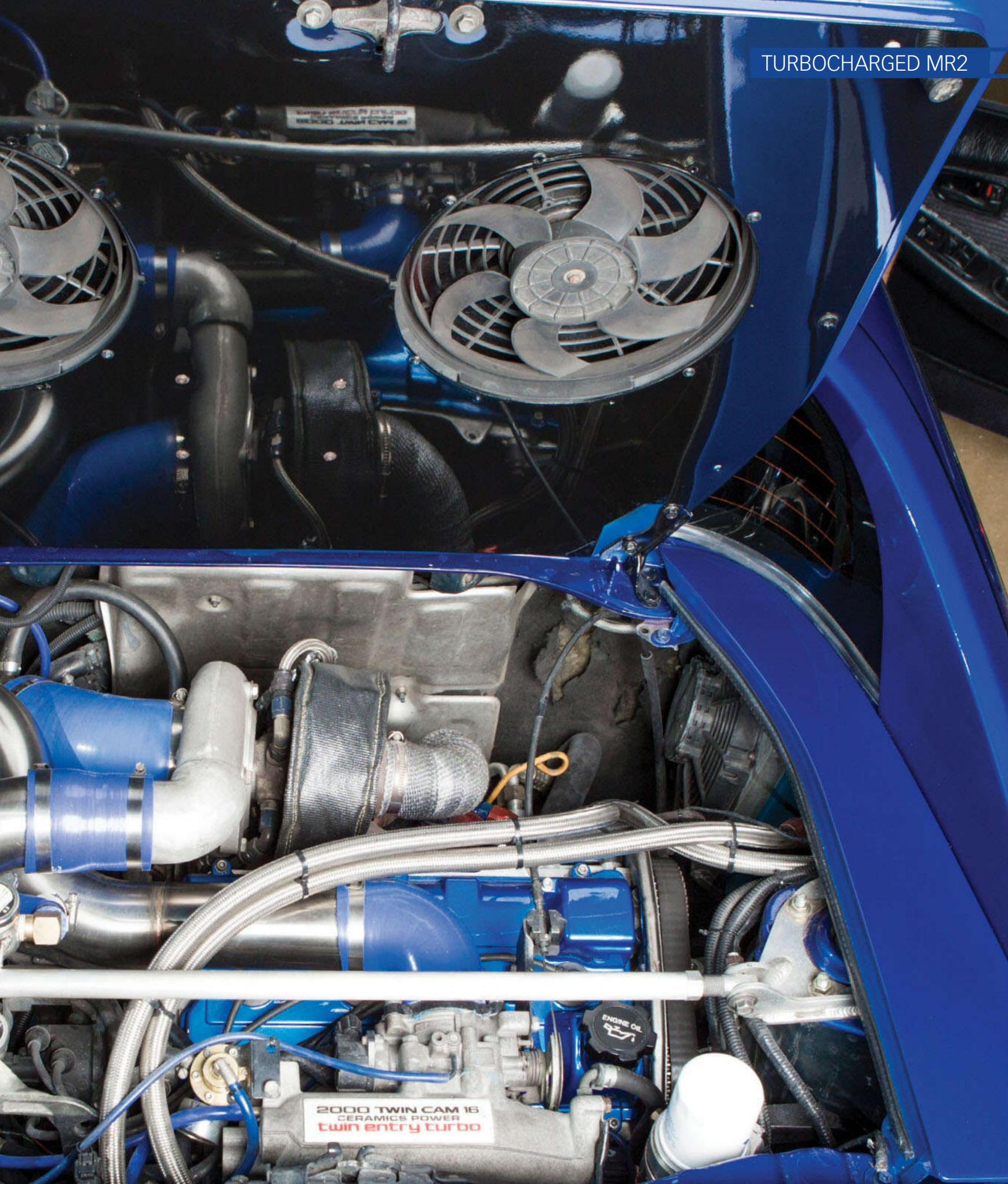
Manni found quite a number of shortcuts that had been taken by the previous owner, holding progress up. “Nothing fitted properly and there was overspray everywhere,” CJ told us.

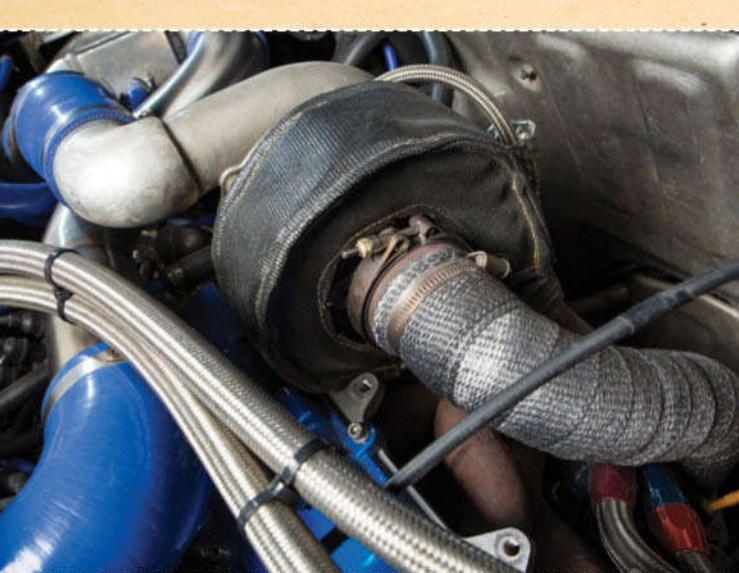
The guards were flared and the Toyota taken back to bare metal. A full respray followed with no corners nipped. The front lip, inside of the front bumper, centre panel of lights and vents on the side skirts were all painted black for contrast.

Before this all the engine components were fitted, including the W2A system, custom piping, oil relocation kit and the radiator being moved back 5in to fit the front-mount.

CJ loves the MR2 for two reasons: He’s never the designated driver and the fact it’s basically a street-legal go-kart. He built it to drive and enjoy, a more or less show-quality car that could be driven daily. It’s safe to assume he’s completed that goal.

The 3S-GTE is a straight fit, this block built to handle 40psi but currently running 15psi for a total of 300hp. Total fork-out has been around \$40-50K, so it’s about as serious an MR2 as you’re ever likely to find.





SPECS

VEHICLE:

1991 Toyota MR2

ENGINE:

2.0L 3S-GTE four-cylinder turbo

HARDWARE:

Gen 3 3S-GTE block and crank, Eagle connecting rods, ATS cam gears, CP pistons and rings, custom Beyond Custom manifold, acid-dipped valves and valvesprings, Lamborghini Monterey Blue-coloured rocker covers, ARP head studs, HKS head gasket, HKS 264deg IN/EX camshafts, GReddy oil filter relocation kit with heat exchanger in stock intercooler location and 7in puller fan, HKS SSQV blow-off valve, T3 turbo bag, head-wrapped dump pipe, APEXi fuel-pressure regulator, Wolfkatz top-feed fuel rail, Gen 3 modified sump, TRD oil pump, Bosch Cobra water pump, 880cc Delphi injectors, custom 4in intake pipe with filter, Garrett GT2876 turbocharger with 60mm HKS wastegate, Fujitsubo Legalis exhaust system, Stinger EMS 4480 engine management system, APEXi AVC-R boost controller, turbo timer, water reservoir in trunk, Frozen Boost water-to-air intercooler system, custom 3in intercooler piping, Type 118 24in heat exchanger for intercooler with twin 7in puller fans

DRIVELINE:

Five-speed Gen 2 gearbox, Exedy six-puck button clutch, Gen 2 diff and axles

BRAKES & SUSPENSION:

Supra slotted discs and Wilwood calipers front, MR2 slotted discs rear, Porterfield R45 brake pads front, Bendix brake pads rear, Cusco strut braces, BC Type BR coil-overs

BODYWORK:

Custom Debeers blue respray, 1995 taillights, centre panel and clear indicators, Gen 3 front bumper, front lip and rear spoiler, GReddy side skirts, Veilside modified rear bar, Phoenix Power engine lid with twin 12in puller fans, front and rear guards flared and welded 30-40mm from factory

ROLLING STOCK:

17x9in front and 18x10.5in rear Varrstoer 2.2.0 front and 2.2.1 rear wheels, 215/40 Federal Evo front and 235/40 Federal SS 595 rear tyres

STEREO COMPONENTS:

Alpine 9815 head unit and V-Power four-channel and momo-block amplifiers behind seats, 4in Clarion coaxial speakers rear, Boston 6in split speakers front, Rockford Fosgate 8in Basstube behind passenger seat

INTERIOR:

Factory re-trimmed front seats in black leather with perforations through middle, short shifter with aftermarket gearknob, Prosport boost, oil temp, oil pressure, water temp, fuel pressure and air-fuel ratio 52mm gauges, carbon-fibre gauge surround, Decepticon horn button, 300km/h TRD speedo (car converted to electronic speedo), all interior lights LED, custom 53mm gauge holder on A-pillar, custom floormats

SPECIAL THANKS:

Friends and family for their support, Beyond Custom for electrical and initial engine build (9375 1119), Manni Yaqub from Manni's Custom Panel and Paint (U5/11 Cusack Rd, Malaga, 0426 988 843), Danny from Garage 101 for help with the engineering and tune (9355 5101), Grant at Alberts Car Stereo Morley (9276 5678), Tristan Hewitt at WFT Auto for MR2 knowledge (guru, 6396 2140), Frozenboost.com, Brett at Wilkinsons Suspension, David at TL Performance (0422 848 700), Metalcraft WA (9470 1489)





TURBOCHARGED MR2



CJ's advice is obviously to not buy a car without seeing it in person first. He adds, "A lesson for anyone building a car: never take shortcuts. Otherwise, you will experience what I have."

Hopefully it will soon be a 400hp daily.

CJ's also looking at wider tyres and trimming the door cards, perhaps even a V6

conversion. He is, however, just happy to enjoy his ride for now.

While he doesn't make a fuss of it, CJ also had a number of medical set-backs along the way that sucked much-needed build money into the coffers of doctors, including an operation on his shoulder in 2007, another on a torn pectoral muscle in 2008 and yet another on his knee in 2012. He's almost seen more of the interior of a hospital ward than his own MR2. As the debts piled up, CJ was even forced to move out of home in 2009, but he's come through, bigger and better than ever.

For those after more info on CJ's ride, you can swing by www.mr2australia.com under 'showroom' and 'CJay's Epic Fail to Winner' thread, which includes more history and pics from way back when.

It's certainly been a build for the history books, complete with drama, intrigue and bloodshed. CJ told us, in rather more descriptive prose, that this car is a big middle finger to all those fools and haters who told him to sell the car, that it wasn't worth finishing and generally a waste of time. This only motivated him more. As for their faces and attitudes now, they're Mastercards: priceless all the way. ■

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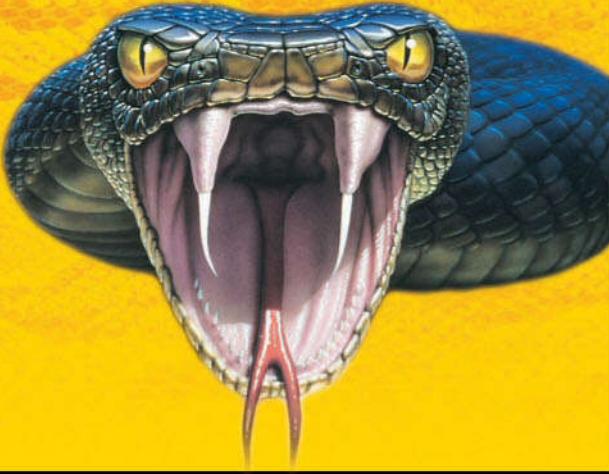
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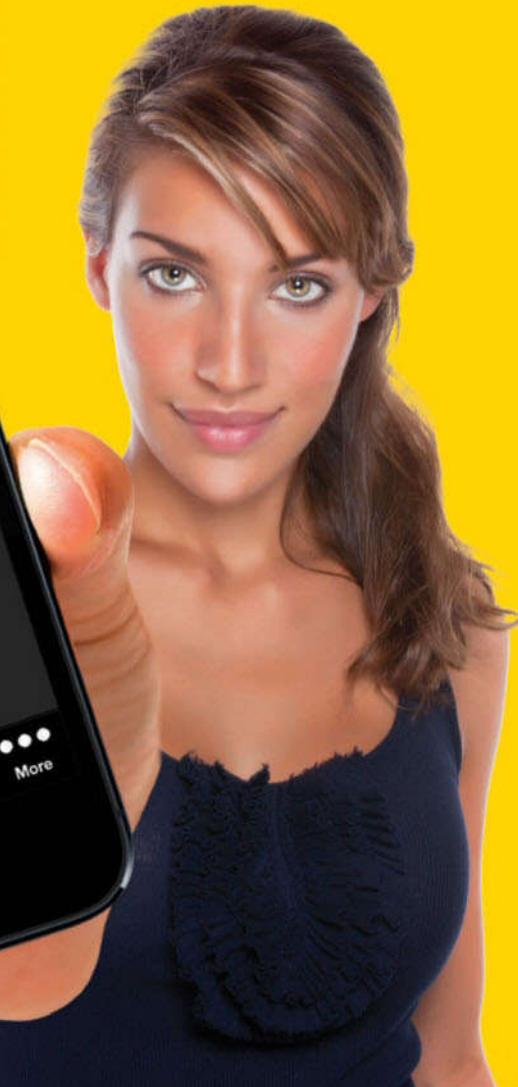
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